In the Specification:

Please replace paragraph [0133] of the published application with the following replacement paragraph (paragraph [0133] of the published application corresponds to the original PCT application at page 12, line 19 to page 13, line 2 and to the amended PCT application at page 13, lines 5-20):

[0133] From the overview, this engine 400 will be seen to comprise a first compression stage 402, a second compression stage 404, a third compression stage 406, a positive displacement air motor 408 and a positive displacement gas expander 410. Each of these elements take the form of a rotary device as previously described, and in fact, the exemplary rotary device described is one and the same as that of the second compression stage 404. As these rotary devices are generally similar in operation and structure, a detailed description of each is not provided herein. Rather, it should simply be understood that equivalent structures in each of the rotary devices share a common numeric identifier, and that the alphabetic identifier of the structures denote the device in question, as follows: first compression stage (A), second compression stage (B), third compression stage (C), air motor (D) and gas expander (E). Thus, since the housing plate in the example was identified with the reference numeral 214B, the housing plate for the air motor is 214D. Similarly, since the piston in the example was identified with 204B, the piston for the third compression stage 406 is identified 204C. The working fluid passes via pairs of fluid ports 210 from stage to stage. By way of example, fluid ports 210D allow the positive displacement air motor 408 to communicate with the positive displacement gas expander.

Please replace paragraph [0151] of the published application with the following replacement paragraph (paragraph [0151] of the published application corresponds to the original PCT application at page 18, lines 16-33, and to the amended PCT application at page 18, line 22 to page 19, line 6):

[0151] In addition to the foregoing, an oil circuit is provided, in the form of an oil pump 700, shown in FIG. 2, which is coupled to a sump 714. Oil drawn from sump 714 is circulated through oil supply line 702 to distribution conduits 706 formed in the top of the engine 400, above the shafts 314,316, as shown in FIG. 4. Lubrication channels 708 in the housing plates 214A,B,C,D,E lead from the distribution conduits 706 to central bores through which, inter alia, the shafts 314,316 pass. Distribution heads 710 receive oil from lubrication channels 708, and direct flow longitudinally, against longitudinally-adjacent pistons 204. Distribution conduits 708 also feed bearings (not shown) for the gate rotor shafts 316. Additionally lower distribution conduits 706 are formed in the bottom of the engine 400, beneath the shafts 314,316. Also provided are additional lubrication channels 708 which collect oil from the bores, and, via drains 709, from longitudinally adjacent bearings, for delivery to the lower distribution conduits 706, and subsequent return to the sump 714, <u>via oil return line 712,</u> for reuse. A conventional oil cooler (not shown) is provided, and utilized as necessary to withdraw heat from the oil. The oil pump 700 shown in FIG. 2 is of similar appearance to the fuel pump previously described, but it should be understood that this is mere coincidence; any conventional oil pump may be employed.